

# THE MARKER LIGHT

NUMBER 42

FOR FANS & MODELERS OF THE PORT HURON & DETROIT RAILROAD

FALL 2020

**1918**

## **A Year of Consequences: Part III**

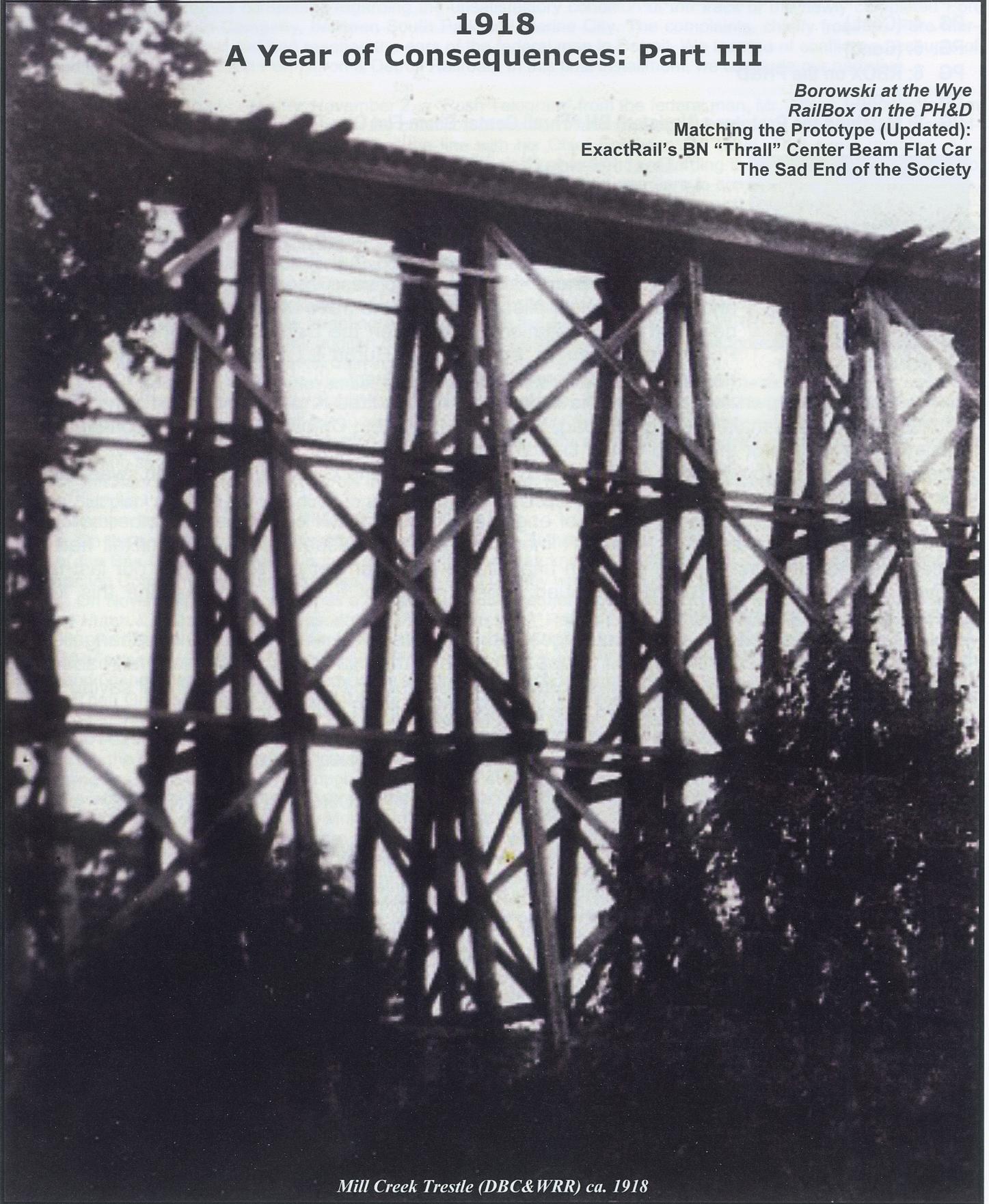
*Borowski at the Wye*

*RailBox on the PH&D*

*Matching the Prototype (Updated):*

*ExactRail's BN "Thrall" Center Beam Flat Car*

*The Sad End of the Society*



*Mill Creek Trestle (DBC&WRR) ca. 1918*

Cover: This is the newly completed Mill Creek trestle, allowing the DBC&WRR access into Port Huron in 1918.

PG. 2: From Where I Sit; Borowski at the Wye

PG. 3: 1918: A Year of Consequences Part III

PG. 4: (Cont.)

PG. 5: (Cont.)

PG. 6: RBOX on the PH&D

PG. 7: (Cont.)

PG. 8: Matching the Prototype (Updated) BN "Thrall Center Beam Flat Car; The End of the Society



FROM WHERE I SIT

Dear Friends of the PH&D,

In this third installment of the year of 1918, we learn about the struggles of the Handy brothers trying to bring their new railroad into operating compliance. Through the recently obtained personal correspondence of a Pere Marquette executive, we learn that their efforts were hampered by personality clashes, delayed objectives, impatience, misunderstandings, and inadequate supplies. This valuable trove of correspondence also sheds new light on the relationship between the Detroit Bay City & Western, the Port Huron Southern, the new Port Huron & Detroit Railroad and their connection with the Pere Marquette Railway.

It all came down to ballast, or the lack of it. This resulted in poor track conditions, drawing complaints from the main connecting road, the Pere Marquette. Unfortunately, these complaints attracted the attention of the head of the Detroit office of the Federal United States Railway Administration. It all came to a head in the fall of 1918, right during the Great Flu Pandemic sweeping our county and our state.

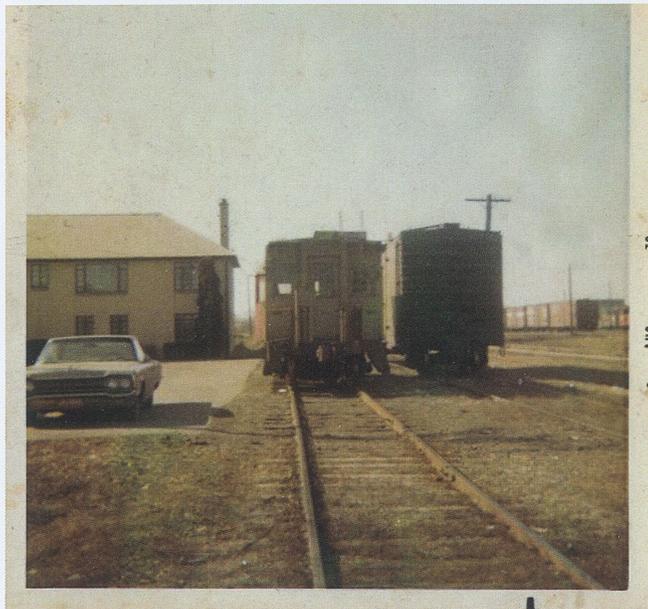
Our last issue included a picture of engine #60 pulling a BN center beam lumber car out of Biewer Lumber Company. For PH&DRR modelers, it's an unusual addition. ExactRail had produced this model years ago, so it's been unavailable for a number of years. Since our last issue, we've learned that ExactRail has reissued a new model of this car. We examine this in our "Matching the Prototype" series.

Trainmaster **Schultz** and Demurrage Clerk **Jim Wood** can attest to the interchange of the bright yellow RailBox cars that began to appear online in the mid 1970s. Back then, railroads were experiencing car shortages. When these new cars appeared, they proved to be a real saving grace for our own customers. We'll show you how to obtain the correct car numbers.

Stay safe & mask up, and remember to vote!

**Sandy Duffy**

*Erratum: Last month's cover was not taken from the Kurt Stetzer Collection, as he kindly informed me.*



## BOROWSKI AT THE WYE

Rick Borowski was a local rail fan who lived near the Grand Trunk Western yard along Griswold Road. He took pictures during the 1960s and 1970s of various engines and rolling stock, including the C&O. We are fortunate to have acquired and scanned his more than 100 images which record not only the engines of the Grand Trunk, but also the DT&I and the B&O. Included are two that he did manage to snap of the PH&D.

Here's one taken on a warm August 1970 afternoon on the PH&D. It's noteworthy because not many photos of an end shot of our cabooses exist. This is especially interesting because the end of the cab appears to be painted white. It's still in the original red/gray livery. The more familiar red, white, and blue wouldn't appear until more than 10 years later.

It was common to spot cars on the wye main for any number of reasons. Perhaps it was left for the next crew to interchange to the C&O.

**1918: A Year of Consequences Part III**

In Part II in our last issue, you'll recall that President Thomas Handy of the Detroit, Bay City, & Western Railroad, was facing numerous complaints regarding the unsatisfactory condition of the track of the newly completed Port Huron & Detroit Railroad Company, between South Park and Marine City. The complaints, chiefly from the Pere Marquette, were getting louder and had reached the ears of the federal man in Detroit. We learned of conflicting accounts of the condition of the newly-built Port Huron & Detroit Railroad. In this final installment, we conclude our narrative.

On the morning of Saturday, November 2, a "Rush Telegram" from the federal man, Mr. Alfred, was sent to Tom Handy. "You must do something to improve the condition of the Port Huron & Detroit Railroad at once." Handy responded by immediately scheduling an inspection of the line with his Chief Engineer, Bill Boyd. That same morning, A.L. Grandy, Assistant General Manager from the Pere Marquette, writes to Handy regarding the letter of October 28 sent to him by Handy that claims the road is in "...good operating condition." Grandy refers to complaints made by C.S. Ruttle, General Superintendent of the DBC&WRR, who had made an inspection trip the very next day, on the 29th, which describes unsafe track conditions. Then he writes to Ruttle authorizing him to "...suspend operation for one or more days, or longer until the track can be repaired..."

Ruttle is in an untenable position. Handy is his boss. But Ruttle has become exasperated by Handy's procrastination regarding the poor track condition. He's also suspicious of the free and easy accounting practices of Handy and his auditor, A.C. McDannel. Accordingly, on November 2, he writes a "Personal" letter to Grandy suggesting that an auditor examine the books specifically targeting A.C. McDannel, the Auditor of the DBC&WRR. "I understand that a great many entries have been made by the auditor during the past few months which may call for some explanation." Imagine that. He's writing to the Pere Marquette man implying fraud on the part of his boss!

On the following Monday, November, 4 at 12:25pm, Handy telegraphs Alfred: "*I made inspection trip over Port Huron Detroit Railroad Saturday and found it absolutely safe for operation the entire road is ballasted found six places with low joints which are being lifted have worked on average twenty five men continuously and have twenty men working today train Saturday consisted of switch engine and fifteen cars and consumed eighty minutes on trip of sixteen miles including six stops road engine would reduce this time.*"

This was patently untrue. From his inspection with Boyd, Handy knew that there were many locations from the Morton Salt plant south all the way down to the sugar plant that required priority attention. Up to now, he had put off the need for proper ballasting and the bill was about to come due.

On the same day, Pere Marquette's Chief Engineer, J. Tuthill, writes to Grandy, suggesting they should have a copy of the Bay County Construction contract "...so that we may know what this covers and be able to say when the Construction Company's work is completed." By now, even Grandy was uneasy.

On November 5th, Grandy sends a message to Ruttle, requesting that he "...advise as to the track conditions on the Port Huron & Detroit. Is it now reasonably safe for operation?" Remember that Ruttle wore two hats, one as an auditor for the Port Huron Southern, and another as G.M. of the DBC&W. He was technically in charge of the construction by the Handy-owned Bay County Construction Company. By now though, his relationship with Handy had soured. Both Ruttle and Grandy were aware that Handy wasn't addressing his poor track condition.

Then Grandy writes to the federal man, Alfred, describing the unsafe conditions. He also suggests the need to have the federal auditors "...look into." Written in pencil are these words: "Mr. Talbott to note and return to Grady." Talbott was a Federal Auditor. Ruttle has crossed the line in blowing the whistle on his boss.

On the 6th, Grandy sends a letter to T.L. requesting a copy of the BCCC construction contract. Why would a connecting line be so concerned? Through an agreement between the Pere Marquette and the DBC&W, loads and empties were interchanged to the connecting line, the Port Huron Southern. Remember that the Handys had purchased the Southern from Chicago salt owner Joy Morton. In 1900, Morton had built the Southern to move salt loads out of his plant in south Port Huron. Buying the Southern and its junction agreements with the PM, allowed the DBC&W entry into Port Huron. Cars coming from the DBC&W were interchanged with the PM, which then interchanged with the Port Huron Southern. The PHS then interchanged onto the PH&DRR at South Port Huron. So PM's Grandy had every right to be concerned about the conditions of the newly completed PH&D roadbed since his road was the primary point of interchange between a Class I road and the PHS. Sending PM-origin cars onto an unsafe railroad had tremendous liability issues.

Then the truth finally comes out. On the 6th, A.R. Dewees, a Division Engineer for the PM, writes a detailed 3-page letter of an inspection trip he had just completed that day. Along for the ride was Ruttle, C.D. Stewart, Superintendent of the PH&DRR and Auditor of the Port Huron Southern, and a Mr. Neely, a PH&DRR Roadmaster. It's addressed to the Chief Engineer of the Pere Marquette, JTuthill.

*"The general conditions of this piece of track are not of the best. The first few miles south of the Morton Salt works at South Park have been lifted and ballasted but there are short stretches of it that is badly out of line, and spots in need of resurfacing without ballast on hand to lift with. From Marysville to Saint. Clair there are several spots where track has settled into the subgrade, badly out of line and surface, and scarcely safe to operate over without immediate attention...South of Davis Road about one half mile there is a very bad piece of track which could be fixed with gravel on the ground at that point. The curve south of Davis Road has settled into the grade on the low side, and at a point about 2 miles south of the road there is a stretch where (the) bank is narrow, track has settled, a number of ties broken and track generally in bad shape. South of the Yankee road there is a bad track for about a quarter of a mile with no material on*

hand to fix it with.

Through St. Clair track is in fair condition except in (a) clay cut south of (the) depot location, and the curve south of this cut, on a 12 ft. fill is badly out of line and surface. South of the Pine River around the curve joints are only half bolted. From the MC (Michigan Central RR) crossing, to one mile north of Belle River track is in fair condition. From this point to Belle River, along a dredge cut from which the fill was made for the roadbed, track is in (a) bad line and surface with enough gravel on the ground to make a surface lift.

South of the Belle River to Marine City, track is in very fair shape at the present time, but in need of additional ballast to make shoulder and fill in between ties. All ballast on hand has been used to put track into its present condition. Also considerable of this stretch of track has joints only half bolted."

Deweese then identifies the real issue. "The ballasting of the entire line appears to have been done with the idea of using as little gravel as could give track a fair line and surface. Upon questioning Mr. Boyd, Chief Engineer of the (Bay County) Construction Company, as to how far it was figured a car load of gravel could cover, he made this remark, 'We figured on each carload going just as far as possible and would liked to have covered 600 ft. with it if (the) car contained gravel enough.'" Deweese adds: "At some points north of St. Clair all available gravel has been used and I understand no additional gravel is to be furnished although cinders have been used in places and more cinders available from the Morton Salt Co.

Generally as to track conditions I would consider that immediate attention be given the track north of Belle River and between St. Clair and South Park. If this is not done, this portion of the line can not be operated with safety at the present time, and will be dangerous if we should have a few days of wet weather.

Considering that the track is used only for freight handling that the rail is good, ties of cedar and tamarac mostly new, and operation a switching movement with switch engine, I would not consider it necessary to stop operation at once but I do consider that track conditions should have attention at once, and track placed in shape for winter, and it will be necessary to stop operation if this work is not done before we have wet weather."

He goes on to describe the bridges downline, all in various stages of completion. "Considerable bridge work remains to be done." It's a stark understatement. Eight bridges and drains were in need of completion from South Park to Marine City, as well as the one mile spur track leading to the Diamond Crystal Salt plant (a one mile spur which we should note had just been laid).

The importance of this report cannot be overstated. First, it reveals that everything Handy has claimed has been a lie and now everyone knows, including the federal man. Second, Handy now knows his PHS/DBC&W man Ruttle was on that inspection trip. Third, knowing the truth is out, the "bill is due", and he's got to respond.

The next day, November 7th, Ruttle, who now has nothing to lose, writes to Grandy, noting Grandy's authorizing him to suspend operation over the line "for one or more days, or longer, until the tracks can be repaired, in case the track conditions become actually unsafe for operation." He then adds "I am, therefore, instructing Mr. C.D. Stewart (of the PH&D) to act accordingly and instruct the engineers and conductors to move over the road cautiously and if the track conditions get so bad that they cannot be operated over, we will discontinue operations until same is put in a safe condition."

Grandy telegraphs "T.L." regarding the damaging "Deweese' report. He informs Handy that he's "...instructed Ruttle to discontinue operation tonight for a period of week or ten days. If at end of that period you have put the track in safe condition and put permanent bents in two bridges where there are now wooden cribs will resume operation. You should make every effort to increase the number of men at work and secure additional ballast in fixed places where there is not now a sufficient amount of ballast to hold."

This is now very serious and a threat that Tom Handy can ignore no longer. It comes right in the middle of the sugar beet harvest. With the PH&DRR shut down, the Handy brothers would face thousands of dollars in lost daily revenue. His earlier decision to put off sufficient ballasting has come back to haunt him. Now, he has no more choices. He has to address these poor track conditions.

It's now the first week of November. In Port Huron, the Port Huron Times Herald states that "The epidemic seems to be gradually subsiding." In Michigan, between October 1918 and the following Spring, over 15,000 would die. The effects of the Pandemic would linger even into 1920.

On the 11th of November, the war in Europe ended with the signing of the Armistice. All attention switched to the celebration of peace. But Handy still has to deal with an unsafe roadbed.

As we learned in Part One, gravel from the Handy-owned pits up in the thumb was "substandard". The size and consistency wouldn't support the newly laid track downline. Boyd had been using hopper loads of cinders from the Morton Salt plant. The plant produced a carload a day.

For Bill Boyd, things changed dramatically. On November 12, in a note from Grandy to Tuthill, we learn that Chief Engineer Bill Boyd is leaving for the Army Engineering Corps, and a "Mr. McDaniel (A.C. McDaniel) in charge, "representing T.L. Handy..." He advises that "...he is not ready to have you make the inspection of the track as yet." Further, "You need not, therefore, make the inspection until we are notified by him that he has got the work completed." It's obvious that Handy is buying time, frantically making improvements before authorizing a second inspection by Deweese.

On November 14, Handy forwards the BCCC contract to Grandy. Grandy is still concerned about the ability of the BCCC to finish the job. On the 21st, Grandy writes to Tuttle not to approve any payments to the Construction Company.

On the 23rd, Grandy writes to Alfred, enclosing the BCCC contract. "This appears to be a contract for the completed road for a lump sum of \$400,000. There are many items in which work has not been completed according to the

contract specifications and there is no provision...in the contract under which an adjustment could be made for work not done in accordance with the contract. Except for the handling of sugar beets which we undertook to do almost as a War measure on account as its being a food product, I would feel that the Port Huron & Detroit were at liberty to refuse to take over the road from the contractor until it is completed in accordance with these specifications provided we see fit to exercise that option." That same day, he forwards a copy of the contract to his Chief Engineer, J. Tutthill.

On November 23rd, Ruttle's frustrations boiled over. He writes to Grandy: "...this is to advise you that I will not under any circumstances approve any bills for payment by the Bay County Construction Company, as this is a matter of which I have no knowledge whatever, but in connection with this matter desire to call your attention to the fact that Mr. A.C. McDannel is auditor for the Detroit, Bay City, and Western, the Port Huron Southern, and has for the past year looked after the accounts of the Bay County Construction Co., that he is still carried on the pay roll of this company as auditor for the D.B.C.& W. and during the past few weeks has not been in the office more than an hour or two at any time, and possibly not more than two hours all together during this week, that during the time he was here, he had prepared vouchers, put them through the books in favor of Handy Brothers Mining Company and had them signed by Mr. Handy without consulting me whatever in the matter."

What? Handy Brothers Mining Company? Where did *they* come in? Why is a separate Handy brothers entity in play? It appears that McDannel and Handy are comingling Handy entities. It also indicates a cash flow problem. Maybe that's the reason why there were no gravel purchases.

Ruttle's airing of this pile of laundry isn't over. He continues: "The same conditions in a sense exist on the Port Huron Southern R.R. Mr. Handy or Mr. McDannel keep drawing checks on the Port Huron Southern account at Port Huron without advising Mr. Stewart, the Auditor of the Port Huron Southern as to the checks drawn and frequently he finds that his account is largely overdrawn and cannot tell when checks are charged against the account until he receives the cancelled checks at the end of the month. I do not know how far they are going with this matter, but it occurred to me that it is a matter that the Federal Auditor should take some action on."

Almost unbelievable! Ruttle has been left out of the loop by Handy and McDannel and is venting to Grandy of the Pere Marquette. He is justifiably angry. He's in effect blowing the whistle on his boss by suggesting Gandy contact the Feds.

On the 29th, "T.L." writes to Grandy that "Mr. McDannel just returned from Marine City...and he reports the entire line...as being absolutely safe for freight service." He invites a return inspection by Dewees and Tuttle. No wonder, after Dewees' negative report of November 6.

Seven days after his meltdown letter to Grandy, Ruttle again writes to Grandy regarding charges incurred with operating a temporary Marine City agent's office in the Independent Sugar Company building. He advises that "I do not think it would be advisable to permit Mr. Handy or the Bay County Construction Co. to handle any of our records at that station." He ends the letter with the following: "I talked with Mr. MacFarland, Chief Clerk from the Federal Auditor's office, in regard to this matter yesterday, and also talked with Mr. O'Hara, who has been Chief clerk in this office, and I am satisfied that this matter was explained to them so that they will be able to give you any information that I have not shown above..." Ruttle has crossed the line. He's contacted the Federal Auditor directly to urge their office to look into the accounting practices carried on by Handy and McDannel.

On the 30th, Grandy directs Chief Engineer Tuttle to schedule a second inspection by Dewees and Ruttle on Monday, December 2. "...and advise promptly on return if the line is now safe to operate to the extent of handling the sugar beets and output of (the) Sugar plant. I do not wish Mr. Ruttle to commence operating until after I have received your report and instruct him."

On December 1, Grandy telegrams Handy: "I am instructed by the Federal Manager not to resume operation of the Port Huron and Detroit until instructed by him to do so." The PH&DRR is shut down. Then Dewees and company make a second inspection on the 2nd.

And here is where the file ends! We don't know how that second inspection turned out since we don't have a report by Dewees and company. Since Boyd's departure, Handy had less than two weeks to address his track problems. Based on the 29th letter to Grandy, it would seem those had been corrected. According to Boyd's narrative entitled "Historical Record of Construction of the Port Huron & Detroit Railroad", we know how Handy solved his ballast problem. In Boyd's narrative, he comments on the ballast shortage: "That, which was received, was spread there and used sparingly with the idea that if the road could be made passable, it would be built up at a later date." No doubt this was influenced by Tom Handy's reluctance to pay for treated ballast. In another reference, he notes, "As before stated, the ballast used in original construction was thin and in short supply. As a result, four section crews were busy keeping the track in a useable condition; one at Marine City, two at St. Clair, and one at Port Huron. The entire output of cinders from Morton Salt Company from 1919 to 1923 was used for ballast. In 1923, cinders were also available from the Detroit Edison Bunce Creek plant in quantity. Several hundred cars were supplied from the source and placed in the track. In 1942, 10,000 tons of washed gravel ballast was placed and during the next three years 15,000 tons of crushed stone and washed gravel was used. During the period of 1945-1952, 8,000 tons of crushed stone was placed which out the tracks in very good condition, the entire length of the line"

In 1919, everything seemed smoother. The Spanish Flu infections and deaths were down and beginning to subside. Both railroads, the DBC&WRR and the PH&DRR, were operating with few problems, running daily scheduled trains of passenger and freight all the way from Bay City. They were serving their three major customers, Morton Salt, Diamond Crystal Salt, and the Independent Sugar Company. With the fall sugar beet harvest finished, and that substantial revenue deposited, the Handy brothers were on top of their game. Or so it would seem. But that's another story!

## RAILBOX on the PH&D

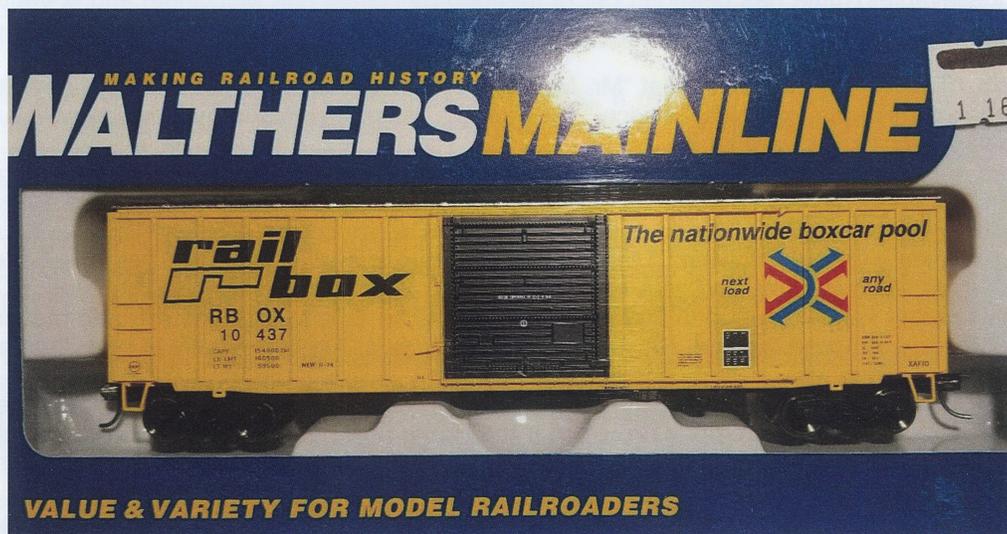
In the mid 1970s, railroads in the United States were dealing with a serious car shortage. There were two major problems. One, rail car inventories were in a transition from the venerable but aging fleet of 40 foot cars to the new modern 50 foot cars. And two, based upon current car loading guidelines, Trainmaster **Schultz** had to reroute the empty back to its home road after use or be hit with demurrage (*car storage and handling*) fees.

Companies such as ACF (*American Car & Foundry*), FMC (*Food, Machinery & Chemicals*), and P-S (*Pullman-Standard*) were busy building these new 50 foot cars, but they weren't readily available. A new startup called RailBox Company was founded to address the shortage problem. RailBox was formed as a privately managed cooperative and thus was not subject to the restrictive load in, empty out rules. "Next Load, Any Road" meant that they could be used on any line from Mexico to Canada, having no assigned status. RailBox cars could be sent to any road after use, with no delay.

I have two consecutive conductor's switch books. The first begins on January 27, 1976 and the second ends on June 28, 1976. There are many RBOX entries. Just in January and February alone, we find the following, all in the early 10,000 series: **RBOX 11303** (DCS), **RBOX 18861** (MS), **RBOX 14712** (MSC), **RBOX 14689**, **10345**, **18685**, **18427**, **16354**, **18565**, **17811** (Chrysler). Having no commodity restrictions, Trainmaster **Schultz** could spot them at any of our customers needing a boxcar. Salt or autoparts, this car answered the need. When empty, they'd be interchanged back to either the Grand Trunk or the C&O with no specific destination.

HO Scale RBOX cars come in either early or late manufacturing dates. Based upon our switch book, we are interested in the earlier versions. Our "Match the Prototype" number range are all from 11000 to 19000. So anything close is fair game. The problem is that the number range we want is "currently unavailable" from most major manufacturers. Ebay is our best bet. Scroll through and bid on the numbers you're looking for.

These bright yellow cars would make an excellent addition to your PH&DRR layout.



This Ebay listing shows an RBOX in the 10000 series. This is the "early" manufactured version, ca 1974. \$29.50



Here's an Ebay example of the later RBOX in the 30000 series manufactured in 1978. The graphics are not as "robust" as the earlier version. "Next Load, Any Road" has been reduced. \$25.00



**RBOX 11062**  
**Athearn Roundhouse #29368**  
**50' Outside Braced Manufactured by ACF**  
**\$24.99 Trainworld/Trainland**

<https://www.trainworld.com/manufacturers/athearn/athearn-roundhouse-29368-50-acf-box-rbox-early-11062/>

**MODEL FEATURES:**

70-ton Roller Bearing trucks with 33" wheels; Fully-assembled and ready to run out of the box  
 Highly-detailed, injection-molded body; Separately applied brake wheel; Painted and printed for realistic decoration  
 Machined metal wheels; Weighted for trouble free operation; Wheels with RP25 contours operate on all popular brands of track  
 Body mounted McHenry operating scale knuckle couplers; Replacement parts available; Minimum radius: 18"



**RBOX 14901 (not pictured)**  
**Bachmann Industries #74141**  
**50' Outside Braced with FRED (Flashing Rear End Device)**  
**List \$58.00 Special \$32.95 Micro-Mark**

*Bachmann offers the number 14901 which is right within our number range. There were no other numbers offered so I snatched one. Go to Micro-Mark to get one.*

[https://www.micromark.com/model-trains/rolling-stock/custitem\\_type\\_facet/HO-Scale?page=3](https://www.micromark.com/model-trains/rolling-stock/custitem_type_facet/HO-Scale?page=3)

## Matching the Prototype: ExactRail's BN Center Beam "Thrall" 63' Flat Car (Update)

In the last issue (*ML #41*), we featured a picture of the St. Clair yard, taken in the late-1970s. Engine #60 was removing a new BN center beam "Thrall" flat car from Biewer Lumber Company. While the car number is illegible, we can verify that there were 190 cars center beam cars (624100-624289) built for the BN, according to the July 1977 Official Railway Equipment Register. They were 68'4" long and all had bulk headed ends.

You may remember I had lamented that the only HO scale model available by ExactRail had been long out of production (*I was able to obtain one of those former models numbered BN 624259 from Ebay*).

After that last issue came out, I discovered that ExactRail has reissued this wonderful car with 11 new road numbers. Their model is listed at 63' which is close to the inside length of 60'8" listed in the ORER. It's capacity is 137,000 pounds. ExactRail explains:

"...Thrall developed a new style of bulkhead flat car called the "Center-Beam." The intention of the design was to prevent hapless fork-lift drivers from dumping loading while loading and unloading the car. Introduced in 1977, the innovation has proved successful, and it became colloquially known as the "Opera Window" due to the large cut-outs along the center partition. ExactRail's Thrall 63' "Opera Window" Center-Beam Flat Car is an extraordinary replica. Easily one of our most intricate and part-intense models to date, the "Opera Window" Center-Beam is a hybrid model of etched brass and plastic that is without equal. The model consists of 125 separate parts, which includes, a 0.010" etched brass center partition, individually tooled ratchets and separate deck panels so that there are no ejection marks on the body from the injection molding process. The model also features wire coupler cut hangers, which match the "loop" style coupler cut lever hangers on the prototype."

In past issues, we have covered many of the different cars that were spotted into St. Clair and the Diamond Crystal Salt Company. For those who have the St. Clair spur on their layout, this should be on your "must-have" list.

A side note: back in the 1970s, many lumber mills hadn't begun to wrap their product in protective wrapping for rail shipment. Finding unwrapped loads in HO scale was a problem until now. ExactRail has partnered up with TrainLife to manufacture these lumber loads in a kit form. These are bundled with metal strapping to properly secure it. At nearly \$55.00, it's not cheap. It's probably a one time purchase but for our PH&D layout, a wonderful addition. Get one at [www.TrainLife.com](http://www.TrainLife.com). "HO Scale Lumber Load for Cars" (TLF-HO2005, \$54.99).



*An empty BN Center Beam "Thrall" flat car with bulkheads being switched out from Biewer Lumber, late-1970s.*



**BN Center Beam Thrall 63' Flatcar**  
11 Road Numbers Available from ExactRail \$54.99  
<https://exactrail.com/collections/thrall-63-opera-window-center-beam-flat-car/products/ho-scale-thrall-63-opera-window-centerbeam>

Spotted at Biewer Lumber, St. Clair  
ORER Number range: 624100-624289

Contact P&D Hobby (Oak Ridge Shopping Center, 31280  
Groesbeck Hwy, Fraser, Mi 1-800-874-7443  
or Your Local Dealer



**HO Scale Lumber Load**  
TLF-HO2005 TrainLife.com  
\$54.99

### The Sad End of the Society

The PH&DRR Historical Society was formed in 2008 to honor and remember a unique Michigan short line.

Today, it is essentially a shell entity, existing in name only.

*The Marker Light* will continue to be published for the railfans and friends of the railroad remaining true to the history and legacy of the PH&DRR. Email [whlrydr@aol.com](mailto:whlrydr@aol.com) to be added to the mailing list.